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# BIENNIAL REPORT

OF THE

IRON 1775.1

# Railroad Commissioner

OF THE

## STATE OF VERMONT,

FOR

1871-72.



MONTPELIER:

FREEMAN STEAM PRINTING HOUSE AND BINDERY.

1872.

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Vermont Public Service Commission

**BIENNIAL REPORT  
OF THE  
RAILROAD COMMISSIONER,  
FOR  
1871-72**

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## REPORT.

*To His Excellency, the Governor of Vermont:*

The undersigned has the honor to submit the following report upon the condition and management of the Vermont railroads.

Agreeably to the statute defining the duties of Railroad Commissioner, I furnished the officers and managers of the several railroad companies in Vermont with the necessary blank forms of reports required of them, and so far as I am in receipt of those reports, they are herewith submitted.

I have traveled over the different railroads in Vermont several times during the past two years, and have made such examination of the several roads and their management as I could under the circumstances. Some of our roads have improved considerable since my last report; at that time they had not got the roads entirely repaired from the damages occasioned by the violent storm of October, 1869, but at the present time the effects of that storm upon the roads have almost entirely disappeared, and the roads are now in very good repair through the State.

I am happy to state that during the past two years, while in other States and the Canadas accidents on railroads have been frequent and many of them disastrous, the Vermont roads have been free from accidents of any magnitude, only those minor ones that have always followed the running of railroads. Great credit is due to the managers of railroads in Vermont for the past two years, for the safety with which

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they have carried the traveling public; and may all railroad managers and employees be ever mindful of the great responsibility that rests upon them, where so many thousands of lives are committed to their care.

The general management of passenger trains upon Vermont roads has been without complaint so far as I have known. Conductors and other employees of the several roads have been uniformly courteous and attentive, as well as efficient for the safety of passengers, while passing over their respective roads.

There is one very important fact that should be brought to the attention of the Legislature, and that is that there is now no law in this State regulating the speed of passenger trains run upon Vermont roads. My attention has been more particularly called to this fact at my late examination of the roads the past summer, and from my own observation upon the subject I am fully confirmed in my mind as to the need of some law upon that particular subject; it is dangerous in my opinion to leave so important a matter to be determined by the courage or ambition of one single man, unless he is subject to some severe penalty for violating any rule or law that may govern him, when so many lives are at stake.

Our railroads are not laid in straight lines, but are built along the hill sides and river banks in curved lines, so that speed must necessarily be slower, with the same amount of danger, than on straight lines; our roads are not perfect and never can be, though comparatively in as good repair as those of any State in the Union; yet there should be some rule or law to govern the speed of passenger trains, and a penalty corresponding to the magnitude of the trust should be imposed upon those violating such rule or law.

I would recommend that passenger trains should not be run at a speed faster than twenty-five miles to the hour.

Within the past two years quite a number of miles of new roads have been constructed and put in operation within the State, and still more are now in process of construction.

The Montpelier and Wells River Railroad, extending from Montpelier to Wells River, a distance of some thirty-eight miles, now nearly graded and ready for the rails and ties. I herewith submit a statement furnished me by the officers of said road.

The Portland and Ogdensburg Railroad Line, Vermont division, is one hundred and seventeen miles in length. Nearly fifty miles are now in operation. The iron is now going down upon twenty miles additional, of the remaining forty-seven miles a considerable part is graded. The average cost per mile thus far, for building and equipping the road has been \$25,000. The cash stock subscription amounts to about \$1,200,00, as reported by the officers and executive committee, building said road. The Vermont division comprises the entire road through Vermont, commencing at the Connecticut River, and by the way of St. Johnsbury and the Lamoille Valley to Swanton. The eastern division, extending from the Connecticut River to Portland, is about one hundred and ten miles in length. Sixty miles are now in operation, and the work is now proceeding energetically upon the unfinished portion, and will be completed to connect with the Vermont division at an early day. These roads when completed, are to be a trunk line forming a connection from the Great Lakes to the Ocean, and when constructed and in operation will develop much of the resources and add to the business prosperity and wealth of the State.

The Missisquoi Railroad has been built some twenty-eight miles, and is in operation; also the Missisquoi and Clyde Rivers road is now being constructed.

There has been about one hundred miles of railroad built and now in operation in the State, within the last year. This increase of roads in our State would in a short time

give us railroad facilities equal to any State in the Union. There are quite a number of new projects for roads that have not yet obtained charters, and a very grave question has been raised in the State, in relation to building railroads on the narrow gauge plan.

The narrow gauge system received its impetus in the hills of Wales. There is where it was conceived, and practically developed. The entire system grew from a little tramway, first used in bringing slate from the mountains, and which grew to be a passenger, and then to a general freight road. The question of narrow gauge road and its adaption to all parts of the country, has been lately very thoroughly investigated, and as far back as 1850, both the Stevensons in England recommended for passenger trains, engines of only seventeen tons weight, and for freight eighteen tons weight, with carriages and cars three to three and one-half tons. They made frequent mention of the importance of the proper proportioning of the "dead" to the remunerative weight in all the rolling stock; they even advocated a light description of engine and car combined, for local travel.

The civil engineer of the Denver and Rio Grand Railroad, says: "The question as to what shall be the standard for these railways in America seems now to be no longer open, all best authorities agreeing with us in the adoption of three feet as the gauge which best combines the strong points of both systems, while having the fewest of their disadvantages. It was adopted by the managers after careful consultation with the best authorities in this and in transatlantic countries."

The Denver and Rio Grand Railroad has now a completed length of about 120 miles, which has been in successful operation for some time, built upon the narrow gauge plan of three feet gauge and built at a cost per mile, with equipments of about \$13,500. This road is practically demon-

strating the superiority of the new system over the old, by having undertaken to construct a three feet gauge road over the almost entirely undeveloped country lying between the Union Pacific and the Rio Grand, a distance of about eight hundred and fifty miles.

Now assuming that a passenger train on the standard gauge should contain five passenger cars, and to carry the same number of passengers on the three feet gauge should take seven cars, and we have the following :

ON 4 FEET  $8\frac{1}{2}$  INCH GAUGE.

Five passenger cars, at 34,000 lbs. each,	85 tons
One baggage car,	13 "
One express car,	13 "
Engine and tender,	45 "
Weight of passengers,	10 "
<hr/>	
Total weight of train,	166 "

ON 3 FEET GAUGE.

Seven passenger cars, at 16,000 lbs. each.	56 tons
One baggage car,	7 "
One express car,	7 "
Engine and tender,	25 "
Weight of passengers,	10 "
Total weight of train,	105 "

This gives the narrow gauge sixty-one tons less "dead" weight to haul, to carry the same number of passengers in one train, than the ordinary gauge. The above table may be considered a fair statement, although it does not go so far in favor of the narrow gauge as several statements that have been made by railroad men and engineers, and the same or nearly the same rules may be applied to trains carrying freight.

The general development of the country can only be accomplished by an extended system of railways, and

quick developments can best be obtained by some system of cheap transportation; and after comparing the cost of constructing and operating the narrow gauge with the standard gauge, we must safely conclude that the narrow gauge railway is by far the best means for a general and quick development of our resources. Costing only about one-half as much as the broad gauge, it is within the means of all sections to build them, and will enable certain sections to avail themselves of railway facilities where otherwise they would be compelled to dispense with them. From their small costs, light operating expenses and small interest account, they will prove to be paying investments to the stock-holders. Cheapening transportation, they will develop dormant interest more rapidly and penetrate sections of country where the more costly roads cannot be built, and enhance the value of property largely in excess of their cost. The great want of the age is cheaper transportation, and this we cannot have without cheaper railways.

We have at this time about sixty thousand miles of broad-gauge railway in operation in America. Poor's Railway Manual estimates the average cost of these roads at fifty thousand dollars per mile, and in round numbers they represent an expenditure of three thousand million dollars.

I have thus briefly referred to this new system of narrow gauge, that the public and railroad men may investigate the subject, when brought to their notice in connection with Vermont Railroads.

R. F. PARKER, *Railroad Commissioner.*

Wolcott, August 31, 1872.

BIENNIAL REPORT OF THE  
**VERMONT CENTRAL AND VERMONT & CANADA  
 RAILROAD COMPANIES.**

For the two Years ending May 31, 1872.

TABLE D.

CHARACTERISTICS OF ROAD.

Total length of road, Vermont Central,	117 miles.
Total length of road, Vermont and Canada,	65½ "
Total length of road in Vermont,	182½ "
Length of road completed,	182½ "
Length of branches,	2 "
Length of side track,	39 "
Weight of rails per yard,	58 to 63 pounds.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,	7		7985
Truss bridging, 50 feet span and under,	46	57	1695
Truss do. from 50 to 100 feet span,	6	6	357
Truss do. from 100 to 150 feet span,	19	30	3681
Truss do. 150 ft. span and over	13	27	4240
Draw bridges,	2		244
<b>Total,</b>	<b>93</b>	<b>120</b>	<b>18202</b>

Number of road crossings at grade,	126
Number of road crossings above and below grade,	34

11

Number of cross ties per mile,	2600
Chairs, number per mile,	400 to 520
Whole number of switches on main track,	150

## GRADIENTS AND ALIGNMENT.

Amount of straight line, miles,	83
Amount of curved line, miles,	34
Maximum radius,	11460 feet.
Minimum radius,	1146 "

## BUILDINGS AND FIXTURES.

Passenger houses,	38
Freight houses,	44
Engine houses,	5
Repair shops,	3
Water stations,	30
Dwellings,	25
Wood sheds,	46
Turn tables,	5

## TABLE E.

## BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains,	891,429
Miles run by freight trains,	2,004,336
Miles run by gravel and construction trains,	113,991
Miles run by wood trains,	65,626
Number of through passengers carried in cars,	460,514 1-2
Number of way passengers,	492,802 1-2
Number of miles traveled by way passengers,	9,963,821
Average distance traveled by way passengers,	20 1-5 miles.
Number of tons of through freight,	1,189,824
Number of tons of way freight,	643,836
Number of tons of way freight carried 1 mile,	41,524,228
Average rate of speed of ordinary passenger trains,	22 miles per hour.
Average rate of speed of express trains,	27 " "
Average rate of speed of freight trains,	10 " "

Rate of fare charged first class through passengers per mile.	3 to 4 cents.
Average rate of fare charged second class passengers per mile,	2 to 3 cents.
Total number of tons of freight carried 1 mile, 163,850,864	
Total number of passengers carried 1 mile, 35,622,212	

TABLE F.

The total expenses of maintaining roadway and real estate for the two years ending July 31, 1872, were	\$941,202 87
The total cost of repairs of machinery was	\$618,126 24

TABLE G.

COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS ENDING  
JULY 31ST, 1872.

Wood, including the cost of preparing the same,	\$502,347 75
Cost of oil and waste for engines and tenders, passenger, baggage and freight cars,	74,649 62
Freight expense,	19,071 58
Passenger expense,	23,926 02
Mail expense,	297 66
Advertising,	5,205 16
Loss and damage of goods,	10,141 81
Loss and damage of baggage,	475 01
Damages for injuries to persons,	15,240 87
Damages to property, including fire, and animals killed on road,	2,156 17
Agents at stations,	92,219 57
Clerks at general office	47,468 48
Labor, loading and unloading freight,	88,889 10
Porters and watchmen,	19,551 35
Switchmen,	19,987 53
Conductors, baggagemen and brakemen,	206,048 74
Depot and station furniture and tools,	10,183 96
Enginemen and firemen,	150,073 19

For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	37,692	13
For printing, stationery and office expenses,	25,844	39
For law expenses,	7,572	88
Other expenses,	86,519	26
 Total,	 \$1,445,561	 23

## RECAPITULATION OF EXPENSES.

Maintaining roadway,	941,202	87
Repairs of machinery,	618,126	24
Operating,	1,445,561	23
 Total,	 \$3,004,890	 34

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers,	\$1,255,679	08
From freight,	3,030,393	84
From other sources, viz :		
Expresses,	40,533	25
Mails,	68,729	12
Miscellaneous,	48	88
 Total,	 \$4,395,384	 17

The gross earnings of the Rutland Railroad and branches for 17 months to May 31st, 1872, were \$1,869,584 64.

Expenses for same period, \$1,333,636 48.

## TABLE I.

## ACCIDENTS.

JULY 29, 1870.—J. Sullivan, laborer on a gravel train, in attempting to get upon a freight train at West Hartford, fell under the car and was killed.

OCTOBER 10, 1870.—A freight train ran over an ox at Braintree, throwing ten cars from the track, and C. A. Bell,

a brakeman, was crushed amongst the broken cars and killed.

NOVEMBER 11, 1870.—A. E. Stockwell, a brakeman on a freight train, was killed in Roxbury. Several cars in the train being thrown from the track by breaking of an axle.

NOVEMBER 16, 1870.—The body of an unknown man was found by the track near Jewett's crossing, about three miles north from St. Albans station. Supposed to have been run over by a passenger train during the night.

JANUARY 6, 1871.—A. Bucklass, a freight brakeman, had his hand severely injured while shackling cars at Swanton.

JANUARY 17, 1871.—S. E. Kent, a freight conductor, fell from a car at Northfield, breaking one of his ribs and one of his wrists, and bruised his body badly.

MARCH 14, 1871.—Anthony Gearney, employed in the wood shed at St. Albans station, was run over by a passing train, and injured so that he died the following day.

APRIL 8, 1871.—Gannon, a freight brakeman, fell from a car at Royalton, and bruised his knee badly.

APRIL 15, 1871.—Matthew Curran, in charge of a car of horses, attempted to get upon a freight train as it was leaving the station at St. Albans, fell under the train and was injured so that he died April 18.

JULY 1, 1871.—D. B. Morgan, a fireman, fell from a locomotive when near White River Junction, and was killed almost instantly.

JULY 22, 1871.—The mutilated body of William Kirkpatrick, an employee in the paint shop of the road at St. Albans, was found in the passenger depot, in that town, in the morning, apparently having been run over by passenger cars, whilst being placed in the depot during the night.

AUGUST 15, 1871.—L. L. Alexander, a freight conductor, was struck by a bridge, while on top of a car near Essex Junction, and was injured so that he died the same day.

SEPTEMBER 11, 1871.—F. N. Parker, a freight brakeman, while attempting to disconnect a train at Waterbury, had his hip dislocated.

SEPTEMBER 12, 1871.—A child of Patrick Fox, a sectionman, and living near the track about one mile from Essex Junction towards Burlington, was struck by the locomotive of a freight train, and injured so that it died.

OCTOBER 2, 1871.—George Brown, a freight brakeman, fell between cars in the yard at White River Junction, and was badly bruised.

DECEMBER 14, 1871.—A. S. Braley, a freight brakeman, fell off train at Sharon, and was badly hurt.

DECEMBER 15, 1871.—S. Mott, a freight brakeman, was struck by water spout at Jonesville station. Collar bone broken and received a severe scalp wound.

JUNE 28, 1872. Mrs. Mary Kelley, an elderly woman, while attempting to drive a cow from the railroad track at Essex Junction, was run over by a freight train and injured so that she died the same day.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track,	2			
Struck by bridge while on top of freight cars,	1			•
Run over while walking on track,				1
Injured at road crossing,				
Total,	3			1

Total number of persons killed, eleven.

Total number of persons injured but not killed, seven.

#### TABLE J.

##### NUMBER OF EMPLOYEES AND COMPENSATION.

17 Conductors of passenger trains,	
Amount of compensation,	\$60 to 75 per month.

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42 Conductors of freight trains,	
Amount of compensation,	\$50 to 70 per month.
5 Conductors of wood and gravel trains,	
Amount of compensation,	\$3 to 4 per day
3 Master mechanics,	
Amount of compensation,	\$6,400 per year.
4 Road masters,	
Amount of compensation,	\$60 to 83 33 per month.
525 Men in repair shops,	
Amount of compensation,	\$1 to 4 50 per day.
16 Enginemen of passenger trains,	
Amount of compensation,	\$2 50 to 3 25 per day.
47 Enginemen of freight trains,	
Amount of compensation,	\$250 to 3 25 per day.
5 Enginemen of wood and gravel trains,	
Amount of compensation,	\$3 00 to 3 25 per day.
68 Firemen,	
Amount of compensation,	\$1 75 per day.
18 Baggagemen,	
Amount of compensation,	\$35 to 45 per month.
37 Switchmen,	
Amount of compensation,	\$1 to 1 75 per day.
52 Section men, (foremen),	
Amount of compensation,	\$2 to 2 50 per day.
380 Section hands,	
Amount of compensation,	\$1 50 per day.
54 Watchmen,	
Amount of compensation,	\$1 to 1 50 per day.
38 Station agents,	
Amount of compensation,	\$12 to 100 per month.
495 other laborers,	
Amount of compensation,	\$1 to 3 per day.
8 Clerks connected with passenger business,	
Amount of compensation,	
28 Clerks connected with freight business,	
Amount of compensation,	

## 2 Superintendents of bridges—salary

## 1 Wood agent

Does any conductor or engineman in the employ of your road indulge in intoxication?

Not to our knowledge.

Please answer the same question as applied to section men, brakemen and switchmen.

Not to our knowledge.

**Are the trains on your road allowed to stand across highway crossings to the unnecessary delay of highway travel or business?**

They are not.

Do your station men allow boys without business to frequent and remain about the trains while stopping at stations?

They do not ordinarily.

Are your road fences and cattle-guards such as the law demands?

We think they are.

STATE OF VERMONT, { We, J. Gregory Smith, Jo  
FRANKLIN COUNTY, ss. { seph Clark, and Worthington  
C. Smith, depose and say that the facts set forth, and state-  
ments made in the foregoing report, which has been signed  
by ourselves, are true and correct according to the best of  
our knowledge, information and belief.

Signed,

J. GREGORY SMITH.

## JOSEPH CLARK.

## WORTHINGTON C. SMITH.

Subscribed and sworn to before me this 14th day of October, A. D. 1872.

**GUY C. NOBLE,**

### *Master in Chancery.*

## BIENNIAL REPORT OF THE

CONNECTICUT AND PASSUMPSIC RIVERS AND  
MASSAWIPPI VALLEY RAILROAD COMPANY.

For the years ending June 30, 1872.

## TABLE B.

## COST OF CONSTRUCTION.

Total cost of construction as per last report, (July '71)	\$314,538,00
Expended since last report, viz :	
For graduation and masonry, bridges, rails, chairs, spikes and ties, laying super- structure, and for buildings and fixtures,	240,155 60

## TABLE D.

## CHARACTERISTICS OF ROAD:

Total length of road,	148 miles.
Total length of road in Vermont and through what towns it runs,	110 "
Length of road completed,	148 "
Length of branches,	3 "
Weight of rails per yard,	66 lbs.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,	22		319
Truss bridging, 50 feet span and under,	12	12	428
Truss do., from 50 to 100 feet span,	21	21	1489
Truss do., from 100 to 150 feet span,	8	11	1393
Truss do., 150 feet span and over,	7	7	1137
Draw bridges,			
<b>Totals,</b>			

## BUILDINGS AND FIXTURES.

Passenger houses,	31
Freight houses,	32
Engine houses,	4
Repair shops,	1
Water stations,	19
Dwellings,	25
Woodsheds,	30
Turn tables,	3

## EQUIPMENT.

Number of locomotives owned by the company on 30th day of June, 1872.

	Under 18 tons.	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over.
In good repair,					
Requiring slight repairs,			4	4	14
Requiring heavy repairs,					
Worn out,					
<b>Total,</b>					22

First class 8 wheel passenger cars in good repair,	13
Baggage, express and mail cars in good repair,	7
Baggage, express and mail cars wanting repair,	2
Covered freight and cattle 8 wheel cars, in good repair,	235
Platform 8 wheel cars in good repair,	330
Other freight cars, platforms with racks,	93
Gravel cars,	20
Freight saloons,	7

TABLE E.

## BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains,	494,673
Miles run by freight trains,	416,552
Miles run by gravel and construction trains,	51,433
Miles run by wood trains,	11,243
Average rate of speed of ordinary passenger trains,	25 miles per hour.
Average rate of speed of express trains,	30      "      "
Average rate of speed of freight trains,	15      "      "
Total number of tons of freight carried one mile,	20,771,835
Total number of passengers carried one mile,	10,603,046

TABLE F.

The expenses of maintaining roadway and real estate for the two years, including ordinary and extraordinary repairs of road bed and superstructure, new rails used in repairs and relaying the same, insurance and taxes on real estate, were	\$333,102 29
Number and weight of chairs, weight of spikes, and number of cross ties used for renewals,	844,72
Repairs of bridges,	\$17,406 53
New buildings,	30,980 14

## COST OF REPAIRS OF MACHINERY.

Repairs of engines, tenders, passenger, baggage and freight cars,	\$169,925 09
Repairs of tools and machinery in workshops,	7,055 22
Waste and oil used about workshops and trains,	13,001 64
<b>Total,</b>	<b>\$189,981 95</b>

## TABLE G.

## COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS.

Wood, including the cost of preparing the same,	\$106,732 52
Loss and damage of goods, baggage, injuries to persons, and damages to property, including fire and animals killed on road,	25,633 99
Number of agents at stations,	34
Number of clerks,	13
Porters and watchmen,*	9
Switchmen,*	2
16 conductors and 5 baggagemen,	21
Brakemen,	48
Enginemen 27 and firemen 27,	54
For printing and stationery,	8,073 39
For law expenses, insurance, interest, taxes, and salaries, and general expenses,	42,315 95

## RECAPITULATION OF EXPENSES.

Maintaining roadway,	333,102 28
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## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

From passengers,	\$494,145 9 6
From freight,	961,126 20

\* Work mostly done by train men and station agents.

## From other sources, viz :

Rents,	\$111,514 72
Expresses,	15,000 00
Mails,	26,567 93
	<hr/>
	\$1,508,354 81

*Payments other than for construction.*

## For transportation expenses, viz :

For passenger business,	\$62,857 16
For freight business,	89,913 70

## VALUE OF MATERIALS ON HAND.

Wood, cords of,	38,216
Coal, tons of,	10
Oil, gallons of,	1,312
Waste, pounds of,	2,179
Iron rails, tons of, old,	77
Iron rails, tons of, new,	57
Chairs, pounds of,	14,212
Spikes, pounds of,	13,945
Ties, number of,	5,581
Iron and other metals, unwrought, worked and partially worked, and lumber,	\$58, 198 10

*Statement of Balances on Books, August 22, 1872.*

## DEBIT.

Construction account,	\$3,385,535 60
Wood lots,	5,368 14
Memphremagog House,	57,783 30
Excise Tax,	156 16
Notes Receivable,	12,938 97
Superintendent, stock of wood and materials on hand,	218,327 21

Missisquoi and Clyde River R. R. Bonds,	89,000 00
Cash account,	1,308 94
Interest account,	94 29
	<hr/>
	\$3,770,512 61

## CREDIT.

Coupons and dividends unc'l'd for,	\$5,863 37
Lyndon Lands account,	28,763 65
Stock issued,	2,124,500 00
Stock partially paid,	2,773 23
Funded Debt,	1,242,100 00
Floating Debt,	115,000 00
Trustees of Sinking Fund,	97,900 00
Reserved,	113,549 90
U. S. Government,	141 25
Earnings,	34,921 21
Grand Trunk Railway,	5,000 00
	<hr/>
	\$3,770,512 61

SUFFOLK, ss.  
Boston, September 19, 1872. {

I, Nath. P. Lovering, Treasurer of the Connecticut & Passumpsic Rivers R. R. Company, do solemnly swear that the above is a true statement of the balances on the books of said company, on the 22d day of August, 1872.

N. P. LOVERING, *Treasurer.*

Sworn before me,

E. PICKERING, *Justice of the Peace.*

## OFFICERS OF THE COMPANY.

Emmons Raymond, President, Boston, Mass.

Josiah Stickney, Vice President, Boston, Mass.,

N. P. Lovering, Treasurer, Boston, Mass.

Elijah Cleveland, Secretary, Coventry, Vt.

L. W. Palmer, Superintendent, Lyndonville, Vt.

H. Hastings, Cashier, Lyndonville, Vt.  
H. A. Alden, Master Mechanic, Lyndonville, Vt.  
H. P. Alden, General Freight Agent, Lyndonville, Vt.  
N. F. Lovering, Jr., General Transportation Agent,  
Lyndonville, Vt.

## MISCELLANEOUS QUESTIONS.

Does any conductor or engineman in the employ of your road indulge in intoxication? No.

Please answer the same question as applied to section men, brakemen and switchmen? No.

Are the trains on your road allowed to stand across highway crossings to the unnecessary delay of highway travel or business? No.

Do your station men allow boys without business to frequent and remain about the trains while stopping at stations? No.

STATE OF VERMONT, } I, L. W. PALMER, Super-  
CALEDONIA COUNTY, ss. } intendent, depose and say  
that the facts set forth, and statements made in the fore-  
going report, which has been signed by me, are true and  
correct according to the best of my knowledge, information  
and belief.

Signed, L. W. PALMER,  
Superintendent C. & P. R. & M. V. R. R.

Subscribed and sworn to before me, this 9th day of October, 1872.

HUBBARD HASTINGS,  
*Master in Chancery.*

BIENNIAL REPORT OF THE  
**ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY.**

For the two Years ending December 31, 1871.

[Accounts not being made up to June 31, 1872, statistics can only be given to December 31, 1871.]

TABLE A.

STOCK AND DEBTS.

Capital stock,	\$3,994,900
City loan,	787,000
Mortgage bonds,	1,499,91
Mortgage bonds,	712,932
Standing bonds,	484,000
	<hr/>
	\$7,478,748

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$6,788,354 72

Expended since last report, viz :

For graduation and masonry, }  
 bridges, }  
 rails, } Nothing unless expended by  
 chairs, spikes and ties, } lessees.  
 laying superstructure, }  
 buildings and fixtures }

The road worked by lessees and particulars cannot be given.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, \$865,734 76  
 Total cost of road and equipment, 7,654,089 48

NOTE.—The Atlantic and St. Lawrence Railroad is under lease to the Grand Trunk Railway Company of Canada, and extends from Portland, Me., to Island Pond, Vt. The statistics given are for the whole length of the road, the accounts being so kept by the lessees as not to show the particulars for that part of the road running through the State of Vermont.

TABLE D.

## CHARACTERISTICS OF ROAD.

\*Total length of road 149 miles, from Portland, Me., to Island Pond, Vt.

Total length of road in Vermont and through what towns it runs, 14 miles.

Length of road completed, 149 miles.

Length of side track, about 28 miles on whole length of road; in Vermont, 1 1-5 mile.

Weight of rails per yard, 63 to 70 lbs.

The road was chartered Feb. 10, 1845, and completed February, 1853, to Island Pond.

## CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet
Pile bridging,	1		1519 with one draw
Trus " 50 ft. span and under	10	10	400
Trus " from 50 to 100 ft span	2	2	120
Trus " " 100 to 150 ft span	14	14	1750
Trus " 150 ft span and over			
Stone arch bridges,	2	2	120
Totals,	29†	28	3909

\* The charter of the Atlantic and St. Lawrence Railroad within the State of Vermont, extends from Bloomfield to boundary line—30½ miles—but the 16½ miles from Island Pond to boundary line is not controlled by this Company.

† In addition to above bridges, there are on the line sixteen iron bridges, three of which are three hundred feet each in length, in spans of seventy-five ft.; one over the Connecticut River, one over Wild River, and one over Presumpscot River. Whole length of above named bridges, 1510 feet.

Number of road crossings at grade,	63
Number of road crossings above and below grade	6
Number of cross ties per mile,	2400
Chairs, number per mile,	about 600 originally, —a different course now adopted in laying rails.
Whole number of switches on main track, about 100.	

## GRADIENTS AND ALIGNMENT.

Level, number of miles, and grades to 20 feet,	97.27
Maximum grade,	60
Amount of straight line, miles,	89 1-2
Amount of curved line, miles,	59 1-2
Maximum radius,	5.780
Minimum radius,	.955
Sum of ascents going in one direction,	1,929
Sum of ascents going in opposite direction,	.757
Height of termini and summit above tide water,	1.178

## BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight houses,	22
Engine houses,	6
Repair shops,	10
Water stations,	17
Dwellings,	2
Wood sheds,	26
Turn tables,	10

Other buildings as follows: Two hotels, ten store houses in Portland, for steamers.

## EQUIPMENT.

Number of cars owned by the company, July 31, 1871:

First class 8 wheel passenger cars in good repair,	19
First class 8 wheel passenger cars wanting repair,	1
Baggage, express and mail cars in good repair,	7
Covered freight, cattle and platform 8 wheel cars,	541
Smoking and mail cars,	2

## TABLE E.

BUSINESS OF THE LAST TWO YEARS TO DECEMBER 31, 1871.

Miles run by passenger trains,	380,661
Miles run by freight trains,	1,162,456
Miles run by gravel, construction and wood trains,	117,081
Number of through passengers carried in cars,	71,605
Number of way passengers,	816,188
Average speed of ordinary passenger and express trains,	20
Average speed of freight trains,	11
Rate of fare charged first class through passengers per mile,	about .08

In respect to Tables F and G, the books are so kept the questions cannot be answered in detail.

## RECAPITULATION OF EXPENSES.

Total for two years ending Dec. 31, 1871, \$2,208,797 46

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and receipts for two years ending Dec. 31, 1871 :

From passengers,	\$500,979 76
From freight,	1,589,719 60
From all other sources,	19,359 87
Expresses and Mails,	69,971 97
<hr/>	
Total,	\$2,180,030 70

Total expenditure for two years, \$2,208,797 46

The value of materials on hand cannot be given.

NOTE.—The statement of receipts and expenses apply to the Portland Division, extending from Island Pond to Portland.

## TABLE 1,

## ACCIDENTS.

October 15, 1871, G. Hoofman, switchman, Island Pond, injured coupling cars,

December 1, 1871, C. Lyon, switchman, Island Pond, injured setting brake,

The employees of the Company, being employed upon two divisions of the road, one south of Island Pond, extending to Portland, the other north, extending to boundary line and Montreal, no specific statement can be made under this head, (Number of Employees and Compensation,) as applied to the State of Vermont

The earnings of the road are received by the lessees. The lessors have no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk Railway Company as not to admit of an answer to the above as contemplated—as regards surplus on hand, let earnings, disbursements, &c.

STATE OF MAINE, { This 31st day of August, 1872,  
CUMBERLAND COUNTY, ss } I, Charles E. Barrett, Treasurer  
of the Atlantic & St. Lawrence Railroad Company, do solemnly  
swear that the above is a true statement of the condition of the  
finances of said company, on the 31st day of December, 1871,  
according to my best knowledge and belief,

CHARLES E. BARRETT, *Treasurer.*

Sworn before me,

W. T. SMALL, *Justice of the Peace.*

## OFFICERS OF THE COMPANY.

Lessees, the Grand Trunk Railway Company of Canada.

President, J. B. Brown, Portland, Me.

Superintendent, Henry Bailey, Montreal, Ca.

Treasurer, C. E. Barrett, Portland, Me.

Does any conductor or engineman in the employ of your road indulge in intoxication? Not to our knowledge.

Please answer the same question as applied to section men, brakemen and switchmen. Not to our knowledge.

Are the trains on your road allowed to stand across highway crossings to the unnecessary delay of highway travel or business? No.

Do your station men allow boys without business to frequent and remain about the trains while stopping at stations? Not allowed, to our knowledge.

Are your road-fences and cattle-guards such as the law demands? Yes, so far as I learn.

STATE OF MAINE, { Portland, August 31, 1872. I  
CUMBERLAND COUNTY, ss. } depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by Samuel E. Spring, Vice President, are true and correct according to the best of my knowledge, information and belief.

Signed,                            S. E. SPRING, *Vice President.*

Subscribed and sworn to before me this 31st day of August, 1872.

W. T. SMALL, *Justice of the Peace.*

**REPORT OF THE  
HARLEM EXTENSION RAILROAD COMPANY.  
From Jan. 11, 1871, to Sept. 30, 1871.**

**STOCK AND DEBTS.**

Capital stock, as by charter,	\$4,000,000 00-
Amount of stock subscribed,	4,000,000 00
Amount paid in, as by last report,	4,000,000 00
Total amount now paid in of capital stock,	4,000,000 00
Funded debt, as by last report,	4,000,000 00-
Total amount now of funded debt,	4,000,000 00-
Floating debt, as by last report,	40,509 19-
Average rate, per annum, of interest on funded debt,	7 per cent.

The equipment is owned by the lessee. The road was leased to W. B. Duncan, January 11, 1871. This report is made from January 11, 1871, to September 30, 1871, 8 months and 20-days.

**COST OF ROAD AND EQUIPMENT.**

For graduation and masonry, bridges, super-structure, including iron, passenger and freight stations, buildings and fixtures, engine and car houses, machine shops, machinery and fixtures, land, land damages and fences.	\$8,000,000 00
--	----------------

**CHARACTERISTICS OF ROAD.**

Length of road in New York,	53 miles.
Length of road in Vermont,	63 "
Length of road laid,	116 "
Length of branches owned by the company, laid,	2 "

Weight of rail, per yard, on main track,	56 & 60 pounds.
Number of engine houses and shops,	2
Number of engines,	9
Number of 1st class passenger cars, (rated as 8-wheel cars,)	3
Number of 2d class and emigrant passenger cars, (rated as 8-wheel cars,	2
Number of baggage, mail and express cars (rated as 8-wheel cars,)	1
Number of freight cars (rated as 8-wheel cars,)	146
Length of main line of road from Chatham Four Corners to Rutland,	114 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains,	51,060
Number of miles run by freight trains,	99,027
Number of miles run by gravel trains,	24,327
Number of passengers (all classes) carried in cars,	109,915
Number of miles traveled by passengers, or number of passengers carried one mile,	1,538,862
Number of tons, of 2,000 pounds, of freight carried in cars,	64,494
Total movement of freight, or number of tons carried one mile,	2,754,216
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour),	20
Rate of speed of same when in motion,	25
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same when in motion,	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	76
Average weight, in tons, of freight trains, exclusive of freight,	170

The amount of freight, specifying the quantity in tons, is as follows:

Of the products of the forest,	8,503
Of animals,	2,663
Of vegetable food,	679
Other agricultural products,	4,099
Manufactures,	16,481
Merchandise,	5,542
Other articles,	26,577
<b>Total,</b>	<b>64,494</b>

The rate of fare, per mile, for passengers is as follows:

For first class through passengers, 3 and 4 cents.

For first class way passengers, 3 and 4 cents.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE, OF THE CORPORATION.

AMOUNT.	ALLOTTED TO	
	Pasenger Transportation.	Freight Transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$69,838 27	\$34,919 13
Cost of iron used in repair.....	8,315 02	3,107 14
Taxes on real estate.....	1,338 57	650 00
<b>Totals</b> .....	<b>\$79,491 86</b>	<b>\$38,676 27</b>
		<b>\$40,815 59</b>

## EXPENSES OF REPAIRS OF MACHINERY.

	AMOUNT.	ALLLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Repairs of engines and tenders.....	\$14,733 73	\$7,366 86	\$7,366 87
Repairs of passenger and baggage cars.....	1,200 00	1,200 00	
Repairs of freight cars.....	6,500 00		6,500 00
Repairs of tools and machinery in shops.....	350 00	175 00	175 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c. about shops,.....	1,825 00	912 50	912 50
<b>Totals.....</b>	<b>\$24,608 73</b>	<b>\$9,654 86</b>	<b>\$14,954 87</b>

## EXPENSES OF OPERATING THE ROAD.

AMOUNT.	ALLOTTED TO	
	Passenger Transportation.	Freight Transportation.
\$3,227 71	\$1,613 85	\$1,613 86
10,903 57	5,951 78	5,951 79
3,321 18		3,321 18
1,068 55	594 27	534 28
401 50	200 75	200 75
6,742 94	2,700 00	4,042 94
9,847 49	1,350 00	8,497 49

EXPENSES OF OPERATING THE ROAD.—*Concluded.*

AMOUNT.	ALLOTTED TO	
	Passenger Transportation.	Freight Transportation.
Fuel: cost and labor of preparing for use,.....	23,800 00	8,100 00
Oil and waste for engines and tenders.....	1,615 80	500 00
Oil and waste for freight cars.....	1,079 38	
Oil and waste for passenger and baggage cars.....	538 61	538 61
General superintendence .....	4,641 82	2,320 91
Contingencies.....	3,526 67	1,763 33
<b>Totals...</b> .....	<b>\$70,713 22</b>	<b>\$25,573 50</b>
		<b>\$45,189 72</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st, *Earnings.*

From passengers,	\$61,554 49
From freight,	136,582 32
From other sources,	8,975 89
<hr/>	<hr/>
Total,	\$207,112 70

2d, *Receipts.*

From passengers,	\$61,554 49
From freight,	136,582 32
Mail,	4,031 44
Express,	4,694 45
Rents.	250 00
<hr/>	<hr/>
Total,	\$207 112 70

3d, *Payments, other than for construction.*

For transportation expenses.	\$174,813 81
Car service and rent of rolling stock,	42,183 25
<hr/>	<hr/>
Total,	\$216,997 06

## NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

*Directors.*—W. Butler Duncan, S. P. Slater, A. A. Selover, New York City; Trenor W. Park, No. Bennington, Vt.; Moses R. Tilden, New Lebanon; Samuel J. Tilden, Oliver Chadwick, W. Snyder, R. C. Root, New York City; James P. Hodgskin, Brooklyn, N. Y.; I. P. Hall, New York City; C. Blood, Vergennes, Vt.; H. A. Baxter, Rutland, Vt.

W. BUTLER DUNCAN, President, New York City. S. P. SLATER, Treasurer, New York City. R. C. ROOT, Secretary, New York City. F. C. WHITE, Superintendent, Bennington, Vt.

Communications intended for this Company should be addressed to General Office, New Lebanon, Columbia County, N. Y., or to F. C. White, Superintendent, Bennington, Vt.

## REPORT

ON THE

MONTPELIER AND WELLS RIVER RAILROAD  
COMPANY.

HON. R. F. PARKER,

*Railroad Commissioner of the State of Vermont:*

DEAR SIR:—Herewith I hand you an abstract of the present condition and progress of the Montpelier and Wells River Railroad, its officers, their post office address, &c.

The railroad was chartered Nov. 6, 1867, by and under the name of the Montpelier and Wells River Railroad.

## OFFICERS OF THE COMPANY.

Messrs. Roderick Richardson, Boston, Mass.; Isaac N. Hall, Groton, Vt.; Charles H. Heath, Plainfield, Vt.; Jacob Smith, Montpelier, Vt.; James G. French, Montpelier; Joel Foster, Jr., Montpelier; Eli S. Pitkin, Marshfield, Vt.; Geo. B. Fessenden, Wells River, Vt.; Isaac W. Brown, Montpelier.

*President*—Hon. Roderick Richardson.

*Vice President*—Hon. Isaac N. Hall.

*Clerk*—Joel Foster, Jr.

*Contractor*—Norman C. Munson, Boston.

*Chief Engineer*—Chas. K. Walker, Manchester, N. H.  
*Treasurer*—Hon. John A. Page, Montpelier.

The road connects with the Vermont Central at Montpelier, and passes through portions of the following towns, to wit: Montpelier, Berlin, Barre; East Montpelier, Plainfield, Marshfield, Peacham, Groton, Ryegate and Newbury, connecting with the Passumpsic, and Boston, Concord and Montreal Railroads at Wells River Village in the town of Newbury, Vt.

The length of road, 37 miles and 5,040 feet. The subgrading of the road is nearly completed. The masonry is all finished except the completion of one set of bridge abutments. There are eight river bridges. Timber nearly all delivered. Three are built, two more in process of construction.

All the ties for the completion of the road are under contract; seven-eighths of them are cut and two thirds are delivered on the line of the road,

The treasurer has paid to the contractor three hundred and seventy-eight thousand dollars in money, two hundred thousand in railroad bonds, secured by a mortgage of the road.

The directors contracted the building of the road to Norman C. Munson for the sum of ten hundred and sixty-five thousand (1,065,000) dollars; four hundred thousand dollars to be paid in money, and the balance, six hundred and sixty-five thousand, to be paid in railroad bonds secured by a mortgage on the road, and for the consideration of the said money and bonds, the said Munson agrees to build the main line with two miles side track to the full completion, including grading, masonry, bridges, iron and all the other utensils necessary to complete the road for the rolling stock.

The stock subscription in money is four hundred and ten thousand dollars. The stockholders have authorized the

directors, by vote, to issue eight hundred thousand dollars in bonds, and secured by a first mortgage on the road.

All of which I respectfully submit, according to my best knowledge. Yours truly,

JOEL FOSTER, Jr.

*Clerk of M. & W. R. R. Co.*

Montpelier, August 14, 1872.

## BLANK FORM OF RAILROAD REPORT.

The following is the blank form furnished the Officers and Managers of the several Vermont Railroads:

*Biennial report of the Company, for the years ending* *Railroad*  
*187*

## TABLE A.

## STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt, rate of interest, amount of interest coupons due and unpaid.

## TABLE B.

## COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report, viz:

For graduation and masonry,

Bridges,

Rails,

Chairs, spikes and ties,

Laying superstructure,

Buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expenses, or any extension or alteration of road, to *187*

Also state the amount for interest, discount, etc., charged to construction account.

## TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

## TABLE D.

## CHARACTERISTICS OF ROAD.

- Total length of road,
- Total length of road in Vermont, and through what towns it runs,
- Length of road completed,
- Length of branches,
- Length of side track,
- Weight of rails per yard,

NOTE.—State when chartered, and when completed, and ready for use.

## CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,			
Truss do. from 50 to 100 feet span,			
Truss do. from 100 to 150 feet span,			
Truss do. 150 ft. span and over			
Draw bridges,			
<b>Totals,</b>			

- Number of road crossings at grade,
- Number of road crossings above and below grade,
- Number of cross ties per mile,
- Chairs, number per mile,
- Whole number of switches on main track,

## GRADIENTS AND ALIGNMENT.

- Level, number of miles,
- Maximum grade,
- Amount of straight line, miles,
- Amount of curved line, miles,

**Maximum radius,**  
**Minimum radius,**  
**Sum of ascents going in one direction,**  
**Sum of ascents going in opposite direction,**  
**Height of termini and summit above tide water,**

**BUILDINGS AND FIXTURES.**

**Passenger houses,**  
**Freight houses,**  
**Engine houses,**  
**Repair shops,**  
**Water stations,**  
**Dwellings,**  
**Wood sheds,**  
**Turn tables,**

Other buildings as follows :

**EQUIPMENT.**

Number of locomotives owned by the company on the  
day of 187

	Under 18 tons.	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over
<b>In good repair,</b>					
<b>Requiring slight repairs,</b>					
<b>Requiring heavy repairs,</b>					
<b>Worn out,</b>					
<b>Total,</b>					

Number of cars owned by the company,  
First class 8 wheel sleeping cars in good repair,  
First class 8 wheel passenger cars in good repair,  
First class 8 wheel passenger cars wanting repair,  
Second class 8 wheel passenger cars in good repair,  
Second class 8 wheel passenger cars wanting repair,  
Baggage, express and mail cars in good repair,  
Baggage, express and mail cars wanting repair,

Covered freight and cattle 8 wheel cars in good repair,  
 Covered freight and cattle 8 wheel cars wanting repair.  
 Platform 8 wheel cars in good repair,  
 Other freight cars,  
 Gravel cars,  
 Average weight of passenger cars,  
 do      do      baggage      do  
 do      do      box      do  
 do      do      platform      do  
 do      do      sleeping      do

## TABLE E.

## BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains,  
 Miles run by freight trains,  
 Miles run by gravel and construction trains,  
 Miles run by wood trains,  
 Number of through passengers carried in cars,  
 Number of way passengers,  
 Number of passengers having passes,  
 Number of miles traveled by way passengers,  
 Average distance traveled by way passengers,  
 Number of miles traveled by passengers having passes.  
 Number of tons of through freight,  
 Number of tons of way freight,  
 Number of tons of way freight carried 1 mile,  
 Average rate of speed of ordinary passenger trains,  
 Average rate of speed of express trains,  
 Average rate of speed of freight trains,  
 Rate of fare charged first class through passengers, per  
     mile,  
 Average rate of fare charged second class passengers per  
     mile,  
 Rate per ton per mile charged on 1st class through freight,  
 Rate per ton per mile charged on 2d class through freight,

Rate per ton per mile charged on 3d class through freight,  
 Rate per ton per mile charged on 4th class through freight,  
 Rate per ton per mile charged on 1st class way freight,  
 Rate per ton per mile charged on 2d class way freight,  
 Rate per ton per mile charged on 3d class way freight,  
 Rate per ton per mile charged on 4th class way freight,  
 Total number of tons of freight carried 1 mile,  
 Total number of passengers carried 1 mile,

TABLE F.

EXPENSES IN MAINTAINING ROADWAY AND REAL ESTATE FOR THE TWO  
 YEARS ENDING 187

Ordinary repairs of road bed and superstructure,  
 Extraordinary repairs of road bed,  
 Cost of new rails used in repairs,  
 Number and weight of chairs,  
 Weight of spikes,  
 Cost of repairs of rails,  
 Number of cross ties used for renewals,  
 Cost of same,  
 Cost of relaying rails and ties,  
 Insurance and taxes on real estate,  
 Repairs of bridges,  
 do stations,  
 do fences,  
 do masonry,  
 Total,

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,  
 Repairs of passenger and baggage cars,  
 Repairs of freight cars,  
 Repairs of tools and machinery in workshops,  
 Oil used about workshops,

**Fuel,  
Waste,**

Other items in detail as follows :

Total,

**TABLE G.**

**COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS ENDING  
187**

**Wood, including the cost of preparing the same,**

**Number of cords of wood used by locomotives,**

do tons of coal do do

do cords of wood used at stations,

do tons of coal do do

do cords lost by fire,

do gallons of oil,

do pounds of waste,

**Cost of oil and waste for engines and tenders,**

do do passenger and baggage cars,

do do freight cars,

**Loss and damage of goods,**

**Loss and damage of baggage,**

**Damages for injuries to persons,**

**Damages to property, including fire, and animals killed on road,**

**Office expenses and stationery,**

**Number of agents,**

**Number of clerks,**

**Labor, loading and unloading freight,**

**Porters and watchmen,**

**Switchmen,**

**Wood and water station attendance,**

**Brakemen,**

**Conductors and baggagemen,**

**Enginemen and firemen,**

**For salaries of trustees, president, directors, secretaries, treasurer and superintendent,**

**For printing, stationery and office expenses,**  
**For law expenses,**

Other expenses, in detail as follows :

Total,

**RECAPITULATION OF EXPENSES.**

**Maintaining roadway,**  
**Repairs of machinery,**  
**Operating,**  
**Proportion of expenses due to passenger business,**  
**Proportion of expenses due to freight business,**  
 Total,

**TABLE H.**

**EARNINGS, RECEIPTS AND PAYMENTS.**

*Earnings and Receipts.*

**From passengers,**  
**From freight,**  
 From other sources, viz :  
**Expresses,**  
**Mails,**  
**Rents,**  
**Miscellaneous,**

*Payments other than for construction.*

For transportation expenses, viz :

**For passenger business,**  
**For freight business,**  
**For other business, and what,**  
**For interest on funded debt,**  
**For interest on floating debt,**  
**For dividends,**  
**For carried to surplus fund,**  
**For amount of surplus fund,**

## VALUE OF MATERIALS ON HAND.

Wood, cords of,  
Coal, tons of,  
Oil, gallons of,  
Waste, pounds of,  
Iron rails, tons of, old,  
Iron rails, tons of, new,  
Chairs, pounds of,  
Spikes, pounds of,  
Ties, number of,  
Iron and other metals, unwrought,  
Iron and other metals, worked and partially worked,  
Lumber,

Other items specified as follows:

## COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,  
Actual cost of transporting passengers, per mile,

## DETAILS OF EARNINGS FOR THE YEAR ENDING

187

RAILROAD COMMISSIONER.

49

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows:						
TOTAL,						

## DETAILS OF EARNINGS—CONTINUED.

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	
Through passengers,							
Way passengers,							
Through freight,							
Way freight,							
Express,							
Transport of mail,							
Use of engines,							
Use of cars,							
Rent,							
Other earnings specified in detail as follows:							
Total,							

## DETAILS OF EARNINGS FOR THE YEAR ENDING

187

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows:						
Total,						

## DETAILS OF EARNINGS—CONTINUED.

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mail,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows:						
Total,						

## TABLE I.

## ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES Killed.	EMPLOYEES Injured.	OTHERS Killed.	OTHERS Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,				
Run over while walking on track,				
Injured at road crossing,				
<b>Total,</b>				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

## TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,

Amount of compensation,

Conductors of freight trains,

Amount of compensation,

Conductors of wood and gravel trains,

Amount of compensation,

Master mechanics,

Amount of compensation,

Road masters,  
Amount of compensation,

Men in repair shops,  
Amount of compensation,

Enginemen of passenger trains,  
Amount of compensation,

Enginemen of freight trains,  
Amount of compensation,

Enginemen of wood and gravel trains,  
Amount of compensation,

Firemen,  
Amount of compensation,

Baggagemen,  
Amount of compensation,

Switchmen,  
Amount of compensation,

Section men, (foremen),  
Amount of compensation,

Section hands,  
Amount of compensation,

Watchmen,  
Amount of compensation,

Station agents,  
Amount of compensation,

Other laborers,  
Amount of compensation,

Clerks connected with passenger business,  
Amount of compensation,

Clerks connected with freight business,  
Amount of compensation.

### Superintendent of bridges—salary

Other agents—how employed—and the salary of each as follows, viz:

The Treasurer is required to state the amount of surplus (if any), the amount of net earnings, on 187, also the net earnings up to 187, and to state amount of payments to surplus fund payments of interest, coupons, on funded debt, and other disbursements in detail, so as to show the true condition of the finances of the company on the day of , 187. Such statement may be in the form of a general account and must be verified by the oath of the Treasurer.

STATE OF VERMONT, } day of 187  
COUNTY, ss. }

I, **Treasurer of the**  
**railroad company, do solemnly swear that the**  
**above is a true statement of the condition of the finances of**  
**said company, their trustees, or assignees or lessees, on the**  
**day of , 187 .**  
**Treasurer.**

**Sworn before me,**

*Justice of the Peace.*

**OFFICERS OF THE COMPANY.—SALARIES.**

**Trustees,**

President,

**Superintendent,**

**Treasurer.**

**NOTE.—** State the amount of each.

State names of officers, with their post office address,

Does any conductor or engineman in the employ of your road indulge in intoxication?

Please answer the same question as applied to section men, brakemen and switchmen.

Are the trains on your road allowed to stand across highway crossings, to the unnecessary delay of highway travel or business?

Do your station men allow boys without business to frequent and remain about the trains while stopping at stations?

Are your road fences and cattle-guards such as the law demands?

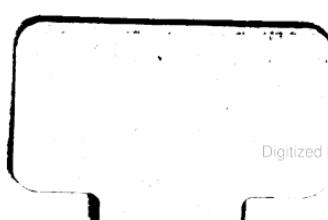
**STATE OF VERMONT,** }  
**COUNTY, ss.** }

depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by , are true and correct according to the best of knowledge, information and belief.

Signed,

Subscribed and sworn to before me this day of

187 .



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